

Halls.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
MANILA, YAP, NEWGUINEA, BRISBANE, SAMARAI, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. Raegener	FRIDAY, 13th August Daylight.
KODAT and SANDAKAN	"BOKKO" Capt. F. Sembill	SUNDAY, 15th Aug. 9 A.M.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Iscke	About FRIDAY, 21st August.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"GOEREN" Capt. U. Wilhelmi	WEDNESDAY, 25th Aug. Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DRUFFLINGER" Capt. E. Zschigae	About THURSDAY, 26th August.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 12th August, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL. TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, AUSTRALIA	ERNEST SIMONS	Girard	16th Aug., at 1 P.M.
MARSEILLES, VIA PORTS	ERNEST SIMONS	Girard	17th Aug., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, POLYNESIA	CHARBONNEL	Charbonnel	30th Aug., at 1 P.M.
MARSEILLES, VIA PORTS	TONKIN	Charbonnel	31st Aug., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £71.10—so hours' railway from Marseilles to London.

Integrators meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 3rd August, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carry on the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshien.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshien, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.
LONDON, 5, John Street, Bedford Row, W.C.
CALCUTTA, 19, Bantick Street
SHANGHAI, 566, Nanking Road.
Hongkong, 6th March 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dook, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1903.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1909.

TO LET.

IN No. 6, DES VUEUX ROAD CENTRAL, Offices and Godown.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
No. 9, PEDDER'S HILL, a Commodious Five-roomed Dwelling House with Servants Quarter, next to the Masons' Club.

Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 6th August, 1909.

TO LET.

NO. 51, 53, & 55, WONG-NEI-CHUNG ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1909.

TO LET.

NO. 1 & 2 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—
Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3 OLIFTON GARDENS, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHUNG ROAD
A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 162, DES VUEUX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
No. 10, DES VUEUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong 1st June, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.). Rents low.

Apply to—
THE COMPTON DEPARTMENT, E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 24th February, 1909.

TO LET.

GODOWN No. 54, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909.

CAPTAIN DOUGHERTY'S FUNERAL.

The *Shanghai Times*, of 5th inst., says:—The remains of the late Captain John A. Dougherty of the U. S. S. *Rainbow*, who died at the General Hospital early on Sunday morning after a brief illness, and which were embalmed for the purpose of being sent to America for interment, were this afternoon removed from the mortuary at Bubbling Well cemetery and taken on board the P. M. steamer *Manchuria* for transshipment to the U. S. The casket was carried out from the mortuary and placed on a waiting hand cart. Preceded by an escort of Sikh troopers under the command of Trooper Sergeant McSwiney, the cortege passed along the Bubbling Well Road to Loongfai Bridge where it turned into the Thibet Road, then into Foochow Road to the Bund where it was joined by detachments of sailors and marines from the various American warships in port as well as a party from the German cruiser *Jaguar*, who brought a handsome wreath. On arrival at the Bund the coffin was covered with the American flag, after which flowers were placed on the top and evergreens twined round it. When all was in readiness the cortege was formed, mounted troops being in the lead followed by detachments of sailors and marines with draped colours. Then came the funeral car, on each side of which walked a number of petty officers, while in front walked a petty officer carrying the Captain's commission pennant draped with crepe. Next came a detachment of officers and men from the *Agawar*, and they were followed by Capt. Lloyd of the U. S. S. *Wilkes* and many officers of the various ships in port, among them being a Japanese naval officer. All had broad bands of crepe on their left arms as well as on their sword knots. Next came Lt. Col. A. A. S. Barnes, Commandant, S. V. C. and Captain S. A. Ransom, American Co. S. V. C. and they were followed by Messrs. F. D. Cheshire, American Consul-General at large; P. Heintzelman, Acting American Consul-General; A. B. Bassett, District Attorney; Dr. F. E. Hinckley, Clerk of the U. S. Court for China, and several others. When the Municipal pootoon was reached the sailors and marines marched past the remains. The coffin was then carried on board the waiting tender, the men standing with arms at the present the while. When the body was on board a bugler blew the customary call for the occasion. During the ceremony all the men-of-war in port, as well as the tender on which the body was taken down river, had their flags half-masted as a token of respect.

Intimations.

CHINESE INTERPRETER required at the Magistrate's Court, Sandakan, British North Borneo. Qualifications are a knowledge of the Hokien, Tiochiew, Hakka, and Cantonese dialects—a knowledge of the reading and writing of the Chinese characters is desirable. English essential.
Salary—\$9 per month Singapore Currency, with an allowance of \$10 per month in lieu of quarters.
Applications to—
GIBB, LIVINGSTON & Co.,
Agents,
BRITISH NORTH BORNEO GOVT.
Hongkong, 10th August, 1909.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche"
& Co.

XXX Very Old Fine\$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

QUINQUINA?
QUINQUINA?
DUBONNET?

FRENCH STORE,
Sole Agent,
Hongkong, 30th April, 1909.

THE DRAPERY EMPORIUM,

7, Lyndhurst Terrace.
ALWAYS IN STOCK.

EUROPEAN, INDIAN AND CHINESE
USEFUL ARTICLES
OR
CLOTHING, FANCY GOODS
and TOYS
AT
VERY NORMAL RATES.

READY FOR SALE.
The Latest Style Goods for Present Season
Gentlemen's and Children's.
HATS, BONNETS (Hat Flowers), RIBBONS, LACE, BRIDAL VEILS,
FANCY DRESS GOODS, MUSLINS,
LAWNS, NAINSOOKS, SHIRTINGS,
ALPACAS, HOSE, ENGLISH AND AMERICAN FOOTWEARS, &c., &c.
Prices and Samples on application.
Best attention to all Coast Port Orders.
Hongkong, 14th April, 1909.

Public Companies.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 21st day of August, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 9th August, to SATURDAY, the 21st August, 1909, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1909.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, 1909, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 23rd August, both days inclusive.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.

Hongkong, 27th July, 1909.

Consigners.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW-YORK AND SINGAPORE.

THE Steamship
"KARONGA,"
Captain Leslie, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 16th inst., at 3 P.M.
All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading can be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 9th August, 1909.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"BULOW,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and for extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and Western Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th of August, at 9.30 A.M.
All Claims must reach us before the 21st of August, 1909, or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
General Agents.
Hongkong, 10th August, 1909.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"BORNEO,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 17th August, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 11th August, 1909.

Intimation.

Powell's
Furnishing
Department

ALEXANDRA

BUILDINGS.

(FIRST FLOOR)

are making a special show of house-
hold and office furniture.

HIGH

grade examples of which may now
be seen in our showrooms.

Completely finished and artistic
bedroom suites, with teakwood bed-
steads "ten suite," Dainty Writing
Tables in attractive designs, Curio
and Silver Tables, lined with silk
and plush, and a host of other articles
of a

CLASS

rarely seen previously in Hongkong.

We are steadily and consistently
improving the tone and general finish
of Colonial made furniture.

We are paying very special atten-
tion to the modern methods in Office
Fittings, and have several examples
of our work ready for inspection.

The Card-index system cabinet is
a very special feature with us, and
general office

FURNITURE

such as, Roll Top Desks, Typewriter
Desks, may always be seen and the
advantages of our make, explained,
by a visit to our showrooms.

OUR
ILLUSTRATIONSOUR
TIMEOUR
EXPERTSOUR
ADVICE

AT YOUR DISPOSAL.

POWELL'S

ALEXANDRA

BUILDINGS.

and

28, Queen's Road.

Opposite the Clock Tower.

Hongkong, 12th August, 1909.

ANGLO-JAPANESE IRON
FOUNDRY.SUCCESS OF THE VENTURE QUESTIONED.
VIEWS OF A JAPANESE CRITIC.

We (Japan Chronicle) make the following
translation of a leading article in the Nipponjin
in regard to the proposed Muroran Foundry,
formed by the Hokkaido Colliery and Steam-
ship Company in conjunction with Messrs.
Armstrong and Vickers, of England:—

"The steel plant which has been founded at
Muroran under Anglo-Japanese management,
with a capital of ¥25,000,000, is certainly one
of the greatest private enterprises in which
Japan has engaged. But we are afraid that
our people are neglecting to make a full in-
vestigation of the most important element
of a successful foundry—that is, the supply
of iron ore. If the supply should fail, it
would prove a death-blow to this great
enterprise, and a great misfortune to the people
concerned. Moreover, the failure of the enter-
prise would not be the failure of the steel under-
taking alone; it might discourage all interna-
tional enterprises in which Japan is concerned.

This is why we feel such deep concern regard-
ing the supply of ore, which constitutes the
fundamental problem of the Muroran Foundry.
Japan has already had a fatal experience in
this direction. On the establishment of the
Yawata Iron Foundry in Kyushu, the authori-
ties commissioned a number of specialists to
examine the iron mines all over the country,
but they found no single mine which pro-
duced ore in any appreciable quantity to say
nothing of quality. They succeeded only in
purchasing an iron mine from the Mitsui
Bishi firm in Akadani, Echigo province. The
ore was found together with copper ore, but
later it was discovered that the mine was not
worth working, and it was abandoned. About
that time, there was a small iron foundry in
Miyoshi, Hiroshima prefecture, which the
Department of Finance tried to enlarge, setting
the specialists to ascertain whether iron-sand
could be used as material. After a series of
experiments the specialists came to the con-
clusion that the quantity of iron-grains contain-
ed in the sand was too small to supply a large
foundry, and as the grains found are very
small, the sand is economically unfit to be
smelted. Thus iron-sand was abandoned as a
possible material for the iron foundry, and
the Government was obliged to import iron
ore from China. This fact is well known to
the specialists as well as to business-
men. These failures taught a lesson to
those who wished to embark upon the
steel business. Yet there are some people who
will learn from the past and are about to
repeat the old experience; these are the per-
sons connected with the enterprise of the
Muroran Foundry. In view of what we have
stated above we cannot stand aloof and remain
silent in entire unconcern.

"The proposed plan of the Muroran Iron
Foundry is an elaborate one, and is the ambition
of the enterprise modest. The proposed steel
plant will be equal to if not larger than that in
Kyushu, but how are the founders of the enter-
prise to solve the fundamental problem regard-
ing the supply of iron ore? When we are told
that the iron-sand found along the shores of
Volcanic Bay is the chief material they
depend upon, we cannot but express amaze-
ment at the extent of their recklessness.

A small iron mine near Kado, in Hokkaido,
may supply some material, but this supply is
only a small portion of the grand total of the
material required to give enough work to a
concern with a capital of ¥25,000,000. If the
capitalists in England have made a practical
investigation of Volcanic Bay, and concluded
that the iron-sand found on the shores of the bay
is sufficient in quantity to provide material for
this great plant, we are more than amazed at
their ignorance. We are afraid that they have
been misled by a superficial view of the
somewhat large Volcanic Bay and the black
iron grains on the shore, together with the ex-
aggerated report and the unbounded enthusiasm
of the promoters. This must have led them to
such a mistaken conclusion. It is incredible
that they should undertake such a matter so
incompatible with their characteristic caution-
ness and stability of judgment. France is
the only country in the whole world which
is said to have made any approach to success
in the use of iron-sand as material for steel
manufacture, and if Englishmen have agreed
to invest a large amount of money in a great
steel foundry in the unknown Far East which
depends for its raw material on iron-sand found
on the sea shore, we are indeed surprised at
their recklessness, adventurous spirit, and lack
of caution.

"Iron-sand is found mixed with sand driven
up on the sea shore by the waves. It is a
secondary mineral product of the fourth geo-
logical epoch. The material is found on all
the shores of our country, though the proportion
of its admixture varies greatly according to the
locality. The North-East of Honshu, along
the Pacific coast, is well known for the abun-
dant of iron-sand there, but the proportion
of grains in the mixture varies from 5 to 25
per cent. The sand in the best known dis-
trict in the Saendo region contains an
average of 7 per cent, while the iron-sand
of Volcanic Bay, so far as it is the
product of the sea shore, cannot much exceed
this percentage. Even granting 15 per cent.
of iron-grains in the sand at Volcanic Bay, 140
tons of sand must be sorted each day to obtain
20 tons of iron-sand. Though we are not yet
aware what sort of machine the proposed foundry
is going to use for this purpose, it will in any
case be no easy work to sort 140 tons of
sand per each day. Even if the mechanical
difficulty is overcome, the economical one will
be a great obstacle. All this trouble and ex-
pense are not necessary in the smelting of or-
dinary iron ore. Moreover the sand available
for use is not the entire sand along the whole
coast line. Perhaps the sand comprised with-
in about ten yards from the water-line, and
about two feet in depth will alone have any
economical value. Supposing this avail-
able sand to continue for a length of thirteen

miles (the whole coast line is about 30 miles),
and assuming one cubic foot of sand to weigh
12 kwamme, the whole available sand will
weigh less than 50 million kwamme. And if
we grant 15 per cent of iron-grains in this
available sand, the iron contained will be only
7 million kwamme (one ton is approximately
241 kwamme), barely enough to supply a
foundry of 20 tons capacity per day for three
years and a half. This is a grave cause for
anxiety. We admit that a margin was left in
our calculation, but even if we doubled the
supply, the time limit would not exceed seven
years. Twenty-five million yen for a work of
seven years looks too expensive and extra-
vagant.

"Furthermore the use of iron-sand for casting
purposes belongs to the past. In the advanced
state of the iron industry no one follows the
leisurely method of picking up particles of iron-
sand. Even in our country, the usage is
limited to the Sanin district, where people re-
sort to it from force of habit. And we do not
see why the Muroran Foundry, with the ad-
vice of English and Japanese specialists,
should resort to this old-fashioned method,
which has already been discarded as worthless
in Europe, unless more than 30 per cent of
iron-grains could be found in the sand. Are
the Japanese engineers foolish or their English
confidants ignorant? Do they hope to take
advantage of the lowness of wages in Japan?
But wages are not so much lower in Japan
than in England as to compensate the loss of
time caused from sorting sand.

"Thus far we have dealt only with the
supply of material, but there is still another
difficulty in smelting iron-sand. Small grains of
iron-sand are not fit in their loose state to be
smelted. They must first be kneaded together
with some chemical preparation, and then put
into a mould and made into bricks before the
ore can be put into the furnace. The chemical
preparation and the mould have furnished
many problems to the mixing industry, and
it is doubtful if the Muroran Foundry
will succeed in these points, though they
may utilise a few patented methods. Even
if they succeed, considerable expense is un-
avoidable so long as iron-sand is used as a
material. These inconveniences are evident even
to the outsider, and it is surprising that the
people concerned do not appear to show
the slightest anxiety regarding these points and
it may be asked if they have some hidden
grounds for their confidence. It is indeed
rumoured that the Muroran Foundry has a
secret contract with the Navy Department, and
that whatever the mishaps of the Foundry may
be, the company is secured against any loss, so
that the company's business cannot be viewed
from the ordinary business standpoint. We
will reserve our opinion on this point until late,
but we must declare that the failure of such an
international enterprise as this iron foundry
would greatly affect the future credit of our
country, and we would ask for enlightenment
in our grave doubts concerning the wisdom of
this enterprise."

Intimations

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS

from Shanghai, has re-opened their
FURNITURE STORE

at

No. 39, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong

Club, Hongkong Hotel, Telegraph Co.,

Messrs. A. S. Watson & Co., Firms and other

leading Establishments in the Colony, to

whom reference can be made as to the

Superior Workmanship and Materials of the

Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as

follows:—

"We have pleasure in stating that Mr. Li

KWONG LOONG furnished the Annex to

our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & CO.

25th May, 1891.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hong Kong, 6th August, 1909.

O. G. MOOSA

1 & 3, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VELS

in

MOUSQUETEIRE GLOVES

in

WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVEL-

INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S

UNDERCLOTHINGS.

Samples on application. Costs

Fort orders carefully executed.

Hong Kong, 12th September, 1909.

Intimations.

OF THE MULTITUDES

who have used it, or are now using it, we have
never heard of any one who has been dis-
appointed in it. No claims are made for it
except those which are amply justified by ex-
perience. In commending it to the afflicted
we simply point to its record. It has done great
things, and it is certain to continue the excel-
lent work. There is—we may honestly affirm
—no medicine which can be used with greater
and more reasonable faith and confidence. It
nourishes and keeps up the strength during
those periods when the appetite fails and food
cannot be digested. To guard against imita-
tions and substitutions, our "trade mark" is
put on every bottle of "Wampole's Prepara-
tion," and without it none is genuine. It is
palatable as honey and contains the nutritive
and curative properties of Pure Cod Liver Oil,
extracted by us from fresh cod-livers, com-
bined with the Compound Syrup of Hypophos-
phites, and the Extracts of Malt and Wild
Cherry. Taken before meals it creates an
appetite, aids digestion, renews vital power,
drives out disease germs, makes the blood rich,
red and full of constructive elements, and gives
back to the pleasures and labours of the world
many who had abandoned hope. Dr. S. H.
McCoy, of Canada, says: "I testify with
pleasure to its unlimited usefulness as a tissue
builder." Its curative powers can always be
relied upon. It makes a new era in medicine,
is beneficial from the first dose and represents
effective medical treatment of the twentieth
century. "You can Trust it as the Ivy does the
Oak." One bottle convinces. Watch carefully
against imitations. At all chemists here and
throughout the world.

CANTON-KOWLOON RAILWAY.

IMPERIAL CHINESE SECTION.

TO BALLAST CONTRACTORS.

TENDERS are invited for the supply at
Lofo (San Chum) of 3,200 fongs (100
English cwt.) each fong of Rubble Stone and
of 3,200 fongs of Broken Stone under the
following conditions and specification.

QUALITY OF STONE.—To be hard and
clean. Sample to be submitted with tender.
No stone will be paid for not strictly to sample.

RUBBLE.—No piece to exceed 10 in. x
10 in.

BROKEN STONE.—To pass through 24
in. ring.

CONTRACT.—To be completed within six
months of signing.

DEPOSIT.—30% of value of contract to be
deposited in cash as security.

PLACE.—Stone to be stacked within 500 ft.
of river bank at Railway crossing, Lofo.

PAYMENT.—To be monthly and by mea-
surement.

CONTRACT FORM.—To be the Railway
standard. The undersigned does not bind
himself to accept the lowest or any tender,
which should be delivered before August 31st,
1909.

FRANK GROVE,

Engineer-in-Chief,

Canton.

Hongkong, 11th August, 1909. [584]

YUEN HING,

NO. 4, D'AGUILAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL

DEALERS

in all kinds of hand-made

DRAWN and EMBROIDERED CHINESE

LINE, GRASS CLOTH, PEWTER

WARE, &c.

all of the best quality.

Hongkong, 5th August, 1909. [573]

PEAK TRAMWAYS COMPANY,

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 10.00 p.m. Every 15 minutes.

10.00 p.m. to 11.00 p.m. Every 15 minutes.

11.00 p.m. to 12.00 a.m. Every 15 minutes.

12.00 a.m. to 1.00 a.m. Every 15 minutes.

1.00 a.m. to 2.00 a.m. Every 15 minutes.

2.00 a.m. to 3.00 a.m. Every 15 minutes.

3.00 a.m. to 4.00 a.m. Every 15 minutes.

4.00 a.m. to 5.00 a.m. Every 15 minutes.

5.00 a.m. to 6.00 a.m. Every 15 minutes.

6.00 a.m. to 7.00 a.m. Every 15 minutes.

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8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 7th August, 1909, per 5 Mds.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chang

Bullock's Brains—Know

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tan

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau Chal

" Head—Ngau Keok

Mutton Chop—Yeung Pal Kwai

" Leg—Yeung Pei

" Shoulder—Yeung Shau

Pigs' Chittlings—Chi cheong

" Brains—Chi Keok

" Feet—Chi Keok

" Fry—Chi Chak

" Head—Chi Tai

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Koa

" Pork Chop—Chi Pal Kwai

" Corned—Ham Chai Yuk

" Leg—Chai Pei

" Fat or Lard—Chai Yan

Sheep's Head and Feet—Yeung Tau

" Keok

" Heart—Yeung Sum

" Kidneys—Yeung Yiu

" Liver—Yeung Koa

Sucking Pigs, To Order—Chai Chai

Suet Beef—Sang Ngau Yan

" Mutton—Sang Yeung Yan

Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

Ostrich, Large, Small—Siu Kai

Ducks—Ap

Doves—Pan Kai

Eggs, Hen—Kai Tan

Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

Geese—Ngo

Geese, Wild Shanghai—Sheung Hoi Ye

" Ngo

Musks Deer—Wong Keng

Hare—Tu Chai

Partridge—Che Khoo

Pheasant—Shan Kai

Pigeons, Canton—Pak Kip

" Holbow—Holbow Pak Kip

Quail—Dun Chai

" Rika Bishi—Wo Fa Cheuk

Salpae—Si Chai

Turkeys, Cock—Fo Kai Kang

" Hen—Na

Wild Ducks, Shanghai, Sulap

Teal, Shanghai, Sulap

Wild Ducks Canton—Sang Shing Sul

" Ap

FISH.

Barbel—Ka Yu

Bream—Bia Yu

Canton Fresh Water Fish—Hoi Sin Yu

Carp—Li Yu

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water make excellent refreshing beverages.

Guaranteed to be made from the pure juice of sound ripe fruit.

A. S. WATSON & CO., LIMITED.

HONGKONG AND KOWLOON.

Hongkong, 15th July, 1909.

NOTICE.

Communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 12, 1909.

THE BUILDING OF THE CANADIAN FLEET.

It is well known in Canada that when the Hon. L. P. Brodeur, the Dominion Minister of Marine and Fisheries, comes to London to take part in the Conference on Imperial Naval Defence, he will be in a position to show a complete and settled scheme for the creation and development of a Colonial Navy as far as Canada is concerned.

In fact, the Dominion has not only decided upon its plan in principle, but has settled upon the class and type of vessels which are to compose its first naval squadron, while arrangements have been made for the necessary financial allocation.

Canada will initiate her naval power with five first-class cruisers, ten torpedo destroyers, and ten torpedo boats. Until Canada possesses her own dockyards and arsenals she will place all her contracts with British firms, and arrangements have already been concluded with Messrs. Hawthorn, Leslie, and Coote, of New-

castle-upon-Tyne, for the building of several of the vessels.

Matters have so far advanced that Mr. Arthur Coote, one of the directors of the above firm, has been in Canada for some little time past engaged with the Hon. L. P. Brodeur in comparing specifications for the different classes of vessels. As a result, the number, type, cost, speed, armament, draught, and other details have been decided upon. It has been arranged that the larger vessels shall be ordered on the Great Lakes.

The financial arrangements contemplated by the Canadian Government are the immediate payment of one-fifth of the cost of laying down the whole fleet, and a guaranteed payment of the remaining four-fifths in the next five years.

When Mr. Brodeur comes to London to represent Canada at the Imperial Defence Conference he will be accompanied by Rear-Admiral Kingsmill, formerly of the Royal Navy, and now commanding the Canadian Government's revenue, lighthouse, and buoy fleet. Both he and Mr. Brodeur are prepared to lay before the Conference a number of carefully-prepared arguments in support of a Canadian Navy for Canada.

They will make it plain that the whole sense of the nation is against any longer letting out their defence on hire, and equally against the contribution of Dreadnoughts or funds for a British Navy to be kept in the English Channel. The truth is that Canadians are more than suspicious that under a Radical-Socialist British Government such contributions might result in no real increase of naval strength whatever.

We are aware in Canada that the British Admiralty has long opposed the principle of colonial navies, but we consider that our arguments are sounder and more in accordance with modern political developments. We feel that the Empire, in the matter of defence, is putting too many eggs into one basket by the continued concentration of all its defensive resources in Great Britain. Britain still supplies the ships, the stores, the munitions of war, the money, credit, arsenals, and dockyards. If Britain should fall by invasion or starvation, all these things would fall with her. Without her the colonies could not continue the war against a single great naval power as long as their defensive resources are unorganized and undeveloped. They are without stores, munitions of war or facilities for making them. Were Great Britain defeated, the colonies, as things stand, would equally have to submit, as £490,000,000 of colonial trade would lie at the mercy of the victorious foe.

We Canadians, as well as our brethren in Australasia, are now strongly protesting against this unsatisfactory, not to say dangerous, state of things, which we maintain is unworthy of the Anglo-Saxon race. Moreover, its danger lies in the encouragement of our enemies to attack by holding out to them the prospect of overpowering the whole Empire, including the colonies, by one successful blow at its heart—namely, Great Britain.

Canada's ideal, therefore, which she is prepared to do her part to realize, is the development of the naval resources of Great Britain beyond the seas, the establishment of arsenals, together with large naval shipbuilding yards and docks, in Canada, Australia, New Zealand, and the Cape. Any enemy will then understand that, even if Britain were defeated, the navy of the Anglo-Saxon States beyond the seas, based on colonial resources, would still continue the war, until they emerged victorious. It is far less likely that any enemy would care to encounter all the risks of war with the Anglo-Saxons were it an understood fact that he would not only have to defeat the home Navy, but would afterwards have to destroy, one by one, in concentration, the organized naval resources, and resistance of Canada, South Africa, Australia, and New Zealand.

The consideration at the back of the principle which Canada and, no doubt, Australia are now adopting is that for a world-wide Empire, to draw all its defensive resources from one small and rather exposed locality is a dangerous anachronism. It is one which the inhabitants of Greater Britain dare no longer contemplate. A Canadian in *Pall Mall Gazette*.

LOCAL AND GENERAL.

The silk shipment per Q. S. K. s.s. *Tacoma*, which left Hongkong on the 3rd July with connecting railways, was delivered at New York on the 8th inst.

The Waiwupu has required Prince Kung to effect the prohibition of opium smoking to the extent of reducing the number of opium smokers five-tenths before the next opium conference is held.

The *Southern Press* states that opium smokers in Corea are gradually decreasing in number. According to statistics compiled by the Home Office, within the eight months from May to December last year the total number of smokers throughout the country amounted to 1,676, and of the number 1,479 have since completely given up the use of opium.

FROM Newchwang the *China Critic* leaves that the river Liaou is rapidly filling up and that unless something radical is done at once, Newchwang as a port is finished, especially with the railway competition on each side of it, viz. the Harbin-Daluy, and the Hsianmintun-Tientsin lines. As it is, trade is very small and the professional men in the port are doing nothing.

REPORTS from Weihaiwei go to show that this year is the record summer season for that popular seaside resort, nearly all Shanghai is there, and the scenes both on the island and on the mainland are of the gayest every morning and evening. Some of the ladies' summer costumes are said to be wonders. At Tientsin also there are a good few visitors from Shanghai, Tientsin and other ports, while Cheloo is on the down-grade as a bathing place, owing to the neglect of the authorities. *China Critic*.

A CURIOUS source of wealth is reported by the French Consul at Mengtze, in Upper Tonkin. It lies in wood mines. The wood originally was a pine forest, which the earth swallowed in some cataclysm. Some of the trees are a yard in diameter. They lie in a slanting direction and in sandy soils, which cover them to a depth of about eight yards. As the top branches are well preserved, it is thought the geological convulsion which buried them cannot be of very great antiquity. The wood furnished by these timber mines is impishable, and the Chinese gladly buy it for coffins.

A BOSTON despatch of 8th June states:—As a result of sweeping investigations into the alleged wholesale smuggling of Chinamen into this country from all sides principally from the Canadian and Mexican borders, Chiu Que Shue, the only Chinese justice of the peace in the United States, is under arrest here, charged with complicity in the smuggling. The arrest was made on a federal warrant charging Shue with conspiracy to defraud the Government by illegally bringing thirty Chinese men into Marblehead, August 24, 1908. The arrested man, who is also known as Charles K. Shue, is native of Seattle, and was made a justice of the peace six weeks ago by Gov. Draper. He has been a close friend of former Gov. Bates for fifteen years. He has been an active Republican worker here for some years.

GUY. Potter Benton, president of the Miami University, is quoted in addresses from Hamilton, O., as saying that "the Japanese are the most immoral people on earth." Mr. Benton doesn't seem to know a great deal about the Japanese people. Broadly, there are two kinds of people in Japan, good people, and bad people, and if Mr. Benton has been making any very close study of the morals of the race, he must have made his observations in the wrong districts; the pity is that he has not devoted more attention to the fine quality of manhood possessed by the controlling elements in Japan; it is a pity, too, that he has not considered the gentleness, purity and nobility of the good women of Japan. In his "Tales of Old Japan," Mitford some years ago disposed of the old slander which Mr. Benton has seen fit to repeat, and Lafcadio Hearn, in his "Interpretation," and his other books dealing with Japan and the Japanese people, has furnished later evidence to precisely the same effect. Men who have studied the Japanese closely, fairly and intelligently are witnesses against Mr. Benton. Japan's moral standards will compare favourably with the moral standards of the most progressive and enlightened countries of the Occident, and the man who doesn't know it hasn't paid enough attention to Japan and the Japanese to discuss them intelligently.

HONGKONG WATER POLO SHIELD COMPETITION.

SIXTH ROUND.

Yesterday's matches between the Civilian and Military teams were uninteresting, as both games between the V. R. C. and 87th Coy. R. G. A., and C. Y. C. and 88th Coy. R. G. A. were very one-sided. The Civilian had matters all their own way from commencement to call of time, the V. R. C. winning by seven goals to nil, and the C. Y. C. by 8 goals to nil. A word of praise, however, due to the Military team for the plucky defence they put up against their formidable opponents.

To-morrow the Lusitania Recreation Club meet the "Buffs" at 6 p.m., and this match is expected to be a good one, both teams being very evenly matched, and the players in excellent condition. The winners of this game will most probably take third place in the Water Polo League Competition this season.

THE TOLL OF THE SEA.

A White Paper issued by the Board of Trade last month shows that during 1908 six British foreign-going sailing ships were recorded as missing. They had a total tonnage of 6,490, and 101 officers and men.

In 1907 the figures were five missing, with a tonnage of 8,980; total crew and officers 127. During the past five years the total vessels lost was twenty-six, with a tonnage of 31,490. The officers and crew missing numbered 487, of which 320 were of British nationality.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Friday, 13th inst., at 2.30 p.m. Following is the agenda:—

Financial Minutes. (Nos. 33 to 36).
Report of the Finance Committee. (No. 11).
Resolution under Section 6 of the Liquor Licences Extension Ordinance, 1908.
The Attorney General will move the following:—

First reading of a Bill entitled An Ordinance to amend the Malicious Damage Ordinance, 1865.

First reading of a Bill entitled An Ordinance to amend the Rating Ordinance, 1901.

First reading of a Bill entitled An Ordinance to amend the Tramway Ordinance, 1901.

First reading of a Bill entitled An Ordinance to amend the Liquor Licences Ordinance, 1898, and the Liquor Licences Extension Ordinance, 1908, and to repeal the Liquor Licences Amendment Ordinance, 1902.

First reading of a Bill entitled An Ordinance to amend the Dogs Ordinance, 1893.

First reading of a Bill entitled An Ordinance to set apart certain Crown Land to be used as a burial ground for persons professing the Christian Religion, other than members of the Roman Catholic Church.

First reading of a Bill entitled An Ordinance to relieve the Governor-in-Council of certain ministerial duties.

Committee on the Bill entitled An Ordinance to amend the Patents Ordinance 1892.

C. CLEMENTI, Clerk of Council.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

Currency Question.

CONFUSION IN FINANCIAL TRANSACTIONS.

CONCERTED ACTION BY CHAMBERS OF COMMERCE.

The following correspondence was considered at the meeting of the General Committee of the Hongkong Chamber of Commerce held on the 3rd inst:—

Tientsin Chamber of Commerce, 28th June, 1909.

Sir,—I have the honour to invite the co-operation of your Chamber on the currency question, which is a matter of vital interest to all the commercial communities in China.

The question has again been brought vividly before this Chamber by the wholesale depreciation of the local currency, and matters have reached an impasse.

In inviting your co-operation you will perhaps allow me to explain in some detail the present situation of the local currency.

The fineness of the local Hongkong Hua Pau sycee is supposed to be .992, and the shoes are so stamped, but no control has for some time been exercised over the melting shops, and the touch has deteriorated to anything round about .985.

In February 1905 the Commissioner of Customs issued a notification (*vide pp. 49/50 of our 1908 Year Book*) that owing to the deterioration of sycee an extra 2% would be imposed on all duties. It was not until September 1908, after much agitation, that this illegal charge was done away with, but we were unable to induce the Chinese Authorities to acknowledge their liability for the currency in spite of the fact that all melting shops were required to hold licences from them.

Since that date a so-called melting fee of 8% has been charged on all duties, and we have, up to the present, been unable to secure the abolition of this imposition.

No steps have been taken to recall the debased sycee, nor efficiently control the issue of new shoes. A proclamation was issued by the Hainan Tao in March 1908, (*vide p. 142 of our 1908 Year Book*), which ordered the melting shops to issue sycee of .992 fineness, but this proclamation has been a dead letter. The position then is this: That the former currency of debased sycee, lower than .972, which formed the currency of the port has been demonstrated and that no effective steps have been taken to replace same by another currency. This has led to a state of confusion in all financial transactions to the detriment of trade.

Things have reached such a pass that a payment of Tls. 1,000,000 recently required to be made on Chinese Government account to one of the banks could not be made owing to their having no sycee of the requisite fineness.

On 18th instant, a special meeting of members of this Chamber was held, and a long resolution was adopted demanding that the debased sycee shall be recalled, replaced, and melted, and that an efficient control of all sycee melted in future should be maintained. I have the honour to send you under separate cover copies of correspondence, and of the minutes of the meeting referred to.

The committee was instructed to invite the co-operation of the other Chambers in China, and I feel confident in laying the facts before your committee that they will welcome the opportunity to co-operate with us in urging the "Diplomatic Corps" in Peking to insist on the long promised reform of the currency being carried into effect. There is a strong feeling in this Chamber that we can go on writing despatches interminably without producing any effect, and as one speaker pointed out at our recent meeting, the foreign community have a very powerful lever in the payments they make to the Customs. If our united representations again bear no fruit, it might be worth considering whether combined action of all the Chambers in the manner indicated would be advisable.

The minutes, which I am forwarding to you, will, I think, give an idea of the serious financial situation here, and, as the agent of one of the banks pointed out, breaking point may be reached at any moment.

I feel confident in approaching your Chamber that we shall have your full support in another united endeavour to secure the long promised currency reform.

We are communicating in the above sense with the Chambers of Commerce at Shanghai, Hangchow, Tientsin, Newchwang, London, and Manchester, and I feel hopeful that if we unite in taking firm action we shall be able, under the new Chinese regime, to secure the desired reform.—I have, &c.,

(Sgd.) W. E. SOUTHCOTT, Chairman.

The Chairman, Chamber of Commerce, Hongkong.

Enclosures were laid on the table.

The following acknowledgment addressed to the Tientsin Chamber was read:—

Hongkong Chamber of Commerce, 12th July, 1909.

Sir,—I have the honour to acknowledge the receipt of your letter and enclosures of the 25th June, 1909, having reference to the important question of currency reform in China, and to state that the same is receiving the attention of my committee.—I am, &c.,

(Sgd.) E. A. M. WILLIAMS, Secretary.

The Chairman, Tientsin Chamber of Commerce, Tientsin.

Hongkong Chamber of Commerce, 10th August, 1909.

Sir,—I have now the honour to reply to your letter dated 28th June, 1909, on the question of currency reform in China.

My committee are fully prepared, as they have always been, to take part in any concerted action having for its object the improvement of the present state of affairs to which you call attention. It is presumed that the present endeavour will take the form of a joint memorial, and my committee will be glad to receive a draft of it in due course.—I am, &c.,

(Sgd.) E. A. M. WILLIAMS, Secretary.

W. E. SOUTHCOTT, Esq., Chairman, Tientsin Chamber of Commerce, Tientsin.

DEATH OF MR. ERICH GEORG.

PROMINENT CITIZEN PASSES AWAY.

We regret to announce the death of Mr. Erich Georg, which occurred at 4 p.m. yesterday. It had been known that, for some time, the deceased gentleman had been ailing. Indeed, for the best part of last month, it was plainly noticed by his friends that his health was not up to the usual standard and yesterday, as already stated, he succumbed to an attack of influenza, which was attended by a complication of other diseases from which the deceased had suffered prior to his death.

The late Mr. Erich Georg was a prominent member of the German community, and as evidence of his general popularity, he occupied the positions of President of the Club Germania and Secretary to the Stockbrokers' Association on several occasions. Deceased was prominently and honourably identified with the Franco-Prussian War of 1870-71, and for his valorous conduct he received the Iron Cross (first class), the most coveted honour of the German Army. His death will be felt most keenly among both the European and Chinese communities, with whom his constant dealings were invariably characterized by extreme courtesy and a considerate attitude. But nowhere will the loss be more keenly felt than among the German community of whom he had the distinction of being the oldest representative. The deceased gentleman was intimately connected with Freemasonry, having been a Past Master in the Perseverance Lodge in addition to being a respected member of the Catbay Chapter.

The funeral took place this afternoon and was largely attended.

AN AVERTED COLLISION.

CASE AT THE MARINE COURT.

The story of a harbour incident, whereby a serious collision was nearly caused, but which, fortunately, was averted, was told to the Acting Harbour Master, Lieut. C. W. Beckwith, R.N., in the Marine Court this morning, when Mr. G. L. M. Willoughby, Master of the Government steam tender *Stanley*, proceeded against Captain A. N. Seaton, of the s.s. *Shiu On*, for failing to observe Article 18 under the "Regulation for Preventing Collisions at Sea" on the evening of the 8th instant.

Captain Willoughby stated that at about 7 p.m. on the 8th instant, whilst proceeding down the Central Fairway from West to East, and about abreast of the P. and O. Buoy No. 1, he noticed the *Shiu On* moving through the junk anchorage. Witness was on the starboard side of the Central Fairway, but he ported his helm and gave one short blast on his whistle. The *Shiu On*, just entering the Fairway, gave one short blast but did not alter his helm. Witness then went full speed astern, giving three blasts on his whistle. He just managed to clear the *Shiu On*, but pulled the *Stanley* right on top of the junks.

Captain Seaton stated that he was going through the Southern Channel but could not get through owing to the presence of junks. He did not port his helm when he gave one short blast but was so close to the junks that he could only give very little helm. When he heard the *Stanley's* three whistles, he went on.

The charge was dismissed with a severe caution to the defendant to navigate through the junks at slow speed and to use the Southern Channel where practicable and try to realise the danger incurred crossing the deep draught channel.

CHINESE BANK NOTES.

The Board of Finance has issued, with the Imperial sanction, twenty regulations respecting Chinese bank notes. The following are the more important ones:—

5. All banks at present issuing bank notes and not registered, shall within six months from the date when these regulations reach the places where they are respectively situated, have ready the necessary capital and apply to the local authorities for registration at the Board, in default of which they shall be compelled to withdraw all their notes from circulation at once and fined according to Regulation 6. All firms other than banks issuing bank notes shall withdraw the same from circulation by the end of the fifth moon next year or register themselves as banks under Regulation 5 and 7. No bank or firm carrying on a banking business, whether official or commercial, opened after the promulgation of these regulations shall issue bank notes. 8. After the promulgation of these regulations no bank shall issue notes exceeding the amount of those at present in circulation. 9. Every bank or firm issuing bank notes shall make a true report to the Board of the amount of notes it has in circulation. 10. Every bank, whether official or commercial, shall have a reserve fund to the full amount of the notes issued. Such reserve fund shall consist of forty per cent. of ready money and sixty per cent. of Government bonds, reliable shares, scrips, or deposit notes. 11. All banks shall, beginning from next year, withdraw twenty per cent. of its notes from circulation every year. 12. From next year every bank shall, make a true report to the Board of the amount of notes it has in circulation and its reserve fund, once every month. 13. The Board shall send officials to the official banks to make investigations from time to time and in the event of their reserve funds not corresponding to the amount of the notes issued by them, or their having made untrue reports or otherwise broken these regulations they shall be punished by the Board. 14. The local authorities shall go with a representative or representatives of the Chamber of Commerce to the commercial banks from time to time to make investigations and shall report them to the Board for punishment in case their reserve funds do not correspond with the amounts of the notes issued by them, or they have made untrue reports or otherwise broken these regulations.

THE ICE CASE.

EVIDENCE FOR THE DEFENCE.

The action brought by the Hongkong Milling Company, Limited, against Messrs. Arnold, Karberg and Company, to recover the sum of \$100,000 for alleged breach of warranty, was continued to-day before the Chief Justice (Sir Francis Pigott) and the Puisne Judge (Mr. H. J. Gompertz).

Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, of Messrs. Hastings and Hastings; were for the plaintiffs, while Mr. Duncan McNeill and Mr. C. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, appeared for the defence.

Mr. McNeill continued his address when the hearing was resumed this morning, after which evidence was called.

Mr. E. Arndt, formerly manager of the machinery department of Messrs. Arnold, Karberg and Company, was the first witness called, and the evidence he gave until the fifth adjournment was with regard to the purchase of the ice plant by Mr. A. H. Reenie, and as to signing of the agreement.

After the fifth adjournment, Mr. Arndt returned to the box, and said that he knew what the Milling Company's machine made, it was a witness that had known that his ice was to be identical with that made by the Hongkong Ice Company. He would not have signed the agreement. When witness and a party went to Junk Bay to inspect the plant he was surprised to see Mr. Haxton, of the Hongkong Ice Company, there with a block of ice.

Mr. McNeill—Were you surprised to see Mr. Haxton or the block of ice?

Witness—Both. In cross-examination, the witness said that before he made the agreement with Mr. Reenie he had no experience with ice machinery. He was not an engineer. His experience of ice machinery was acquired in Hongkong from catalogues and correspondence.

The witness's attention was next drawn to specifications supplied from Berlin, and the case was again adjourned.

CANTON DAY BY DAY.

TAOTAI LAU SZE KI'S MURDER.

[From Our Own Correspondent.]

Canton, 11th August.
Lok Muk Po, who is alleged to have had a hand in the recent murder of Taotai Lau Sze Ki in this city, was arrested by the local police on the 6th instant. At the Police Court, yesterday, Lok pleaded guilty to the capital charge. From his statement to the presiding Magistrate it appears that prisoner, along with seven others, were driven to the action by one Ho Ki Mu, who promised them a handsome reward in case their plan was successfully put through. In addition to this statement, prisoner also disclosed the names of his confederates and other particulars, having connection with the murder. It is generally believed here that Taotai Lau Sze Ki was murdered not by any individual person wishing for revenge but by a certain hostile society.

DELIMITATION OF MACAO.
The Cantonese residing in Tientsin forwarded a telegram through the Canton Association for the Protection of Boundary Rights to the Chinese Delimitation Commissioner, Mr. E. Ko Yu Him, urging him not to give way in his attitude towards the Portuguese in connection with the Macao Delimitation question and to use his best endeavours to restore to China the territories that Portugal has encroached upon both on land and sea, with a view to protecting the interest of this country and further to appease the minds of the Chinese people.

THE LATE EMPEROR.
The 28th day of this moon (the 13th instant) being the anniversary of the birth of the late Chinese Emperor K'ang Hsi, the local gentry and others will assemble on the occasion at Ming Lun Fong, the principal Assembly Hall, to offer their respects before the ancestral tablet.

LIKIN COLLECTION.
The collection of Likin dues in Canton on goods imported and exported during the second ten days of this moon, as reported by the Likin officials to the Viceroy, amounted to 61,163.4.2 taels.

PASSING OF AN OLD CHINA COAST CAPTAIN.

We regret to announce the death of Captain Henry Wray Browne, who was one of the commanders in the days of the China tea-clippers. He commanded the *Chatterer* in succession to Captain Killick, and subsequently the *Wylo* from the time of her launch to the date of her sale by Killick, Martin and Co. When her original owners disposed of her Captain Browne quitted the sea. His death was due to a trap accident on 6th ult., at Wingham, Kent. He frequently went his rounds with his friend Dr. Henry, with whom he annually stayed for some time. In Dr. Henry's own words: "We went out as usual on Tuesday last to do my country round in a two-wheeled gig. We had to pass the station (Adisham) to make my last call before faring homewards. The London train was standing in the station, and started just as we passed. I suppose the train startled the mare; at any rate she shied, crossed her legs, and nearly fell, throwing me out into the roadway. The off wheel went over my leg, and then she started to gallop. I saw Mr. Browne look round for me, and then the gig disappeared round a bend in the road. I got up and limped after the trap and found him lying dead about a hundred yards farther on. Death must have been quite instantaneous from the frightful injuries to his head." On relinquishing the sea Capt. Browne, who was 75; married Miss Ball but his wife pre-deceased him. He was a brother of Bishop Browne, of Bristol.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

TANG SHAO-YI.

DENOUNCED BY A CENSOR.

[By courtesy of the "Sheung Po."] Peking, 11th August.

A certain Censor has denounced Viceroy Tuan Fang.

After perusal of the memorial the Prince Regent became suspicious and gave directions to Viceroy Chang Jen-chun to investigate and report.

NAVAL REORGANISATION.

HOW FUNDS TO BE RAISED.

[By courtesy of the "Sheung Po."] Peking, 11th August.

Duke Tsai, president of the Ministry of Finance, and Prince Ching have arrived at the conclusion that 70 per cent. of the funds required for the reorganisation of the Navy must be provided by all the Provinces and the remaining 30 per cent. must be raised by subscription among the Chinese residing in foreign countries and also in China itself.

Duke Tsai and Prince Ching will hold a consultation with Admiral Sah and then submit a memorial.

TIBET.

AMBAN'S REPORT.

[By courtesy of the "Sheung Po."] Peking, 11th August.

Lun-yi, Amban in Tibet, has reported that he has important matters concerning Tibet which he desires to lay before the Government in person.

An Imperial edict has been issued directing the Amban to proceed to Peking.

PRESS LAWS.

AMENDMENT CONTEMPLATED.

[By courtesy of the "Sheung Po."] Peking, 11th August.

The Prince Regent is conferring with the Grand Council with a view to amend the Press Laws.

TANG SHAO-YI.

AND HONAN GOVERNORSHIP.

[By courtesy of the "Sheung Po."] Peking, 11th August.

Prince Ching has recommended Tang Shao-yi for appointment as Governor of Honan.

The Prince Regent, however, desires to offer the appointment to Lum Shiu-ning.

HO-HOW.

CHINESE CONSULATE PROPOSED.

[By courtesy of the "Sheung Po."] Peking, 11th August.

The Waiwupu has notified the French Minister to appoint a time to discuss the question of the proposed establishment of a Chinese consulate at Ho-how.

THE BRITISH MUSEUM.

FACTS ABOUT THE GREAT INSTITUTION.

Many interesting facts are given in the annual return of the British Museum issued on 10th ult.

During the year 1908 743,413 persons visited the Museum.

There were 231,544 visits to the Reading Room.

The total number of visits made by the public to the Natural History Museum during the year was 517,043, as compared with 497,437 in 1907—an increase of 19,606.

Twenty-seven thousand and fifty-nine books and pamphlets have been added to the General Library in the course of the year. Of these, 6,889 were presented, 13,833 received by copyright, 535 by colonial copyright, 671 by international exchange, and 5,414 acquired by purchase.

Sixty-five thousand and thirty-six parts of volumes (or separate numbers of magazines and other serial publications and of works in progress) have also been added to the General Library. Of these, 4,580 were presented, 41,744 received by copyright, 391 by colonial copyright, 726 by international exchange and 19,590 acquired by purchase.

During the past year 25,615 specimens have been incorporated with the Herbarium. This number includes 21,125 flowering plants, 1,598 vascular cryptogams, 6 mosses, 41 hepatics, 808 lichens, 218 algae, and 1,439 fungi.

The Department of Prints and Drawings has acquired some interesting drawings of the French and English schools, and has added choice specimens of Japanese woodcuts to its collection. It is also indebted to Sir Hickman Brown for a further gift of Japanese prints.

FIRE AT CANTON.

TWELVE BUILDINGS DESTROYED.

[From Our Own Correspondent.] Canton, 11th August.

At 11 o'clock last night a fire broke out in a shop in the Western suburb. At the time of the outbreak there was a strong wind blowing and consequently the conflagration in a short space of time spread over a large area and huge tongues of flame shot out into the air for a considerable distance. No assistance was at hand to combat the flames until fully half-an-hour had passed, when the various fire brigades arrived on the scene to render their services. The fire-fighters exhibited great pluck in their efforts to extinguish the fire and with the co-operation of a number of employees from the Canton Waterworks, soon got the flames under control. As a result of the fire twelve buildings in all were destroyed and several others in the vicinity where the fire had occurred were more or less damaged. Fortunately, no loss of life has been reported.

SHANGHAI TRADE.

Messrs. Noel, Murray and Co.'s report on the Shanghai Piece Goods Trade says:—

It seems that we are now in the midst of the dull, hot period that is usually associated with July, which still carries out the theory of a late season this year. If that is so there may be a better chance for a satisfactory Autumn demand, the possibilities of which have not put in any appearance as yet. Meanwhile the market remains in a deadly dull state, no sales of any importance being made from first hands. The continued hot weather may account to some extent for its apathy being shown by buyers at the moment, causing, as it does great anxiety concerning the standing crops. We learn from Native sources, however, that the crops in Shanghai are turning out much better than expected at first from their stunted appearance, although the stalks are dwarfed the ears are large and full. It is to be hoped this may be the experience in other parts of the country. Very conflicting news comes from Manchuria. There are many reports of serious floods in populous neighbourhoods, while on the other hand it is reported the crops as a whole are in excellent condition and nearly ready for harvesting. If other conditions were favourable to foreign trade there would not be much to complain about, but the dominance of the Japanese interests all over the country is so marked, fostered as they are by banking and transport facilities, other goods are getting a very poor show.

There is rather less anxiety regarding floods at Hankow and other River Ports, but orders for fresh supplies are very slow in coming down. Clearances and shipments of former purchases, including Auction Cargo, however, are going on quite satisfactorily to most of our dependencies.

Since Manchester elected to adopt short time prices have steadily stiffened there and widened the margin between that market and this staple goods, the advance in some classes being as much as fifteen pence. Prospects here do not warrant any such enhancement in prices on this side, so transactions are likely to be much curtailed. The raw staple is being manipulated by the home markets in an extraordinary manner, and points once more to the influence of the gambling element. During the interval Mid-America has been up to 6.80d. in Liverpool and 12.00c. in New York, to-day the quotations come 6.68d. and 12.12c. respectively, and this in face of the Bureau reports of 71.9 as the condition of the crop at the end of July. The latest quotation for Egyptian at Liverpool was 9 3/4d.

The Manchester export for last month of Plain Cotton was forty million yards to Hongkong and China, a very full supply. Dyed and Printed goods are also heavy, namely 13,400,000 yards and 2,700,000 yards respectively. Shipments of Woollens and Yarn are a good deal over the average.

The activity in the Yarn market is the most refreshing feature at present, with prices soaring away above anything that was thought possible a short time ago. When it is considered what these spinnings lay down at when they reach their destinations it would have been thought the woven article would have had the preference. It is not reported that the great Fire in Osaka has caused any loss or interruption in the Yarn trade. The Local production is holding its own.

Business privately during the interval has been practically at a standstill, two whole-day Bank holidays not conducing to fresh transactions owing to the absence of Exchange quotations. An event of some note may be recorded in the arrival here of the newly appointed Viceroy of Nanking en route for his post. It is to be hoped that as he comes from Canton, which is usually credited with more up-to-date and progressive ideas, that less obstruction will be shown to the laudable efforts of foreign traders here to improve the commercial situation, and more especially do away with the obstructions that prevent the local Railway from having full scope and facilities for working for the benefit of Native and Foreign trade alike.

The transactions that have taken place are altogether of a retail description in goods from stock, there being no special or regular demand for any particular thing, the business passing being merely to fill hand to mouth orders. In staple makes, it is quite impossible to touch home prices, but a few indents continue to go through for Fancies, mostly of special designs and makes. There is scarcely anything doing in American goods, though during the last day or two rather more inquiry has sprung up. It has not led to much so far, as holders are trying to establish more adequate prices. We understand Peppercorn Drills have been resold at Tia. 5.25 and Buffalo A 325 yard Sheeting at Tia. 4.37 and Tia. 4.40 and at the close it is rumored at Tia. 4.45. Small parcels of American Cotton Flannels are also changing hands.

ANTUNG-MUKDEN RAILWAY.

A JAPANESE STATEMENT.

We (Shanghai Mercury) have received from Mr. Etiki, the Japanese Consul-General, the following statement on the Antung-Mukden Railway question:—

It will be remembered that the light railway between Antung and Mukden was built by Japan during the late war, for military purposes. As the line was constructed in haste, it was wholly unsuited for ordinary commercial purposes.

When the South Manchurian Railway was transferred to the Japanese Government, the necessity of a connecting link between that line and the Korean system became apparent, and according to Article VI. of the Supplementary Agreement to the Manchurian Convention of Peking of 1905, it was agreed that Japan not only had the right to maintain the military railway in question but she was to improve it so as to make it fit for the conveyance of merchandise of all nationalities, or, in other words, to transform a purely military line into a commercial railway.

The existing Antung-Mukden Military Railway has a total length of 188 miles and a gauge of 2 feet 6 inches.

To avoid the construction of tunnels and bridges, for which there was no time, the line was given a wide detour, and steep gradients and short and sharp curves, so owing to these defects there is a naturally frequent danger of derailment. The hauling capacity of the locomotives is very small, three or four cars constituting a maximum train and in some portions of the line where the grades are steep, trains have to be divided into two or more separate hauls. The speed capacity of the engines is also necessarily very low while travel on the line by night is impracticable. Transit between Antung and Mukden requires two full days.

It was to remove these defects and to make the road available and efficient for commercial purposes that the improvement stipulation was inserted in the said Supplementary Agreement of 1905.

By the opening of the Mukden-Fusan Line, another route will be established for intercontinental intercourse between Europe, Japan, and the Far East generally. The new route will have the advantage of reducing the sea voyage to four days, but in order to make the route effective and useful it is necessary that it shall have the same gauge and efficiency as the Korean and the South Manchurian Railway systems, to which the route under consideration will be the connecting link.

Improvements which are absolutely essential include the building of bridges, boring of tunnels, straightening and grading of the line, and the changing of the gauge similar to the Korean and South Manchurian Railway systems. With these improvements the distance will be shortened, time of transit between Antung and Mukden reduced from two full days to eight or nine hours and the general efficiency of the line will be established. Without them the Railway will remain as at present entirely useless for commercial purposes.

The Japanese Government with a view to make the Antung-Mukden Railway available as soon as possible as a connecting link between the Korean and South Manchurian systems in the great intercontinental trunk line entered into private negotiations with China. As this proved abortive the Imperial Government officially proposed to China in January last to dispatch Commissioners to survey the line. The proposal having been agreed to by the Japanese and Chinese Commissioners made and agreed upon a joint survey of the proposed route with the exception of a small section some twenty miles in length, between Mukden and Chenshiangian. This work was completed early in April and steps were immediately taken to report the result to the Chinese Government. As, however, the route between Mukden and Chenshiangian remained to be discussed between the two Governments, the Imperial Government, in order to prevent unnecessary delay, proposed to the Chinese Government to commence work on that portion of the line east of Chenshiangian, which had been duly surveyed, leaving the Mukden Chenshiangian section for subsequent examination and adjustment, and they announced their desire to begin the purchase of the land required for the railway.

China, having recourse to her well known policy of obstruction and procrastination, evaded the just and reasonable demands of Japan and raised questions regarding the police authority in the railway zones and the withdrawal of railway guards. Finally on June 24th last they sent a reply which it occurred in would wholly nullify the provisions of the arrangement of 1905, and disregard the survey agreed to by the Commissioners of the two Governments.

The reply, besides reviving the questions of the railway guards and police authority and raising other immaterial issues which would appropriately lend themselves to separate negotiations, declared that the work of improvement must be confined to the existing track and that no broadening of the gauge could be permitted.

The Imperial Government, reluctant to take measures tending to impair the good relations which exist between China and Japan, confined their action to an endeavour to induce China to reconsider her untenable position and to adopt the course consistent with the manifest intention of the parties to the engagement of 1905.

China, however, still maintains an unyielding and unaccommodating attitude which gives no promise of anything but vain and unprofitable negotiations.

In this situation the Imperial Government is compelled to take independent action and with-out waiting for the co-operation of Chinese Authorities to proceed to carry out the necessary works of reconstruction and improvements according to their treaty rights and in harmony with the survey of the commissioners of the two Governments.

SHANGHAI SENSATION.

ARREST OF CONSULAR OFFICIAL.

A sensation was caused in the Settlement to-day, reports the Shanghai Mercury of 7th inst., when it became known that Mr. Chan Engelbricht, formerly Marshal and Clerk of the U.S. Consulate-General, had been arrested on an information filed by Mr. A. Bassett, District Attorney, U.S. Court for China. The charge is that of embezzlement, alleged to have been committed by the accused whilst in possession of consular and government monies at the time of his holding the office of Marshal. The arrest was made yesterday afternoon on an American Consular warrant, and the accused was taken before the Consular Authorities where, after a preliminary examination, he was released on bail of \$1,000 gold. The case will be heard next Wednesday at 2 a.m. at the U.S. Consular Court.

CHINA'S SCHOOLS.

EXCHANGE OF LECTURES.

Seeking to establish a close working agreement, an interchange of lecturers and credits for courses of study between the schools of China and the University of Washington, Miss Ida K. Greenlee, an instructor of English in the university; Ng Nei-hong and Stanley T. Dong will sail for the Orient on the Minnesota to-day, says a recent San Francisco exchange.

A study of the schools of China is to be made with a view of determining just what branches are taught and how thorough the preparation. Then a comparison will be made with the work done there and the requirements at the university, and an effort made to determine just where a graduate from the Chinese schools should begin, in what class and with what amount of credit for work done in China. An effort will be made to interest the schools of the Orient in the university, and, if possible, establish an interchange of lecturers between the university and the schools of China. Mr. Nei-hong is a student at the university, and Mr. Dong a student at the Lincoln High School. Both have been in Miss Greenlee's classes in English, and the three have made a study of the situation.

HOVS AS INTERPRETERS.

The two Chinese boys will act as interpreters for Miss Greenlee, who will make a personal appeal to Prince Chuang, regent during the minority of the child Emperor of China. Nie-hong and Dong will point out to the prince the need of reforms in the education of the Chinese, and the great benefit that would be secured from an interchange of lecturers between the University of Washington and the schools of China.

The Chinese boys believe that the most good can be obtained by appealing direct to the regent, and the little party has decided to follow that course. They hope that the prince will follow their advice and establish high schools in China, where courses of study similar to those in American schools will be given to the Chinese boys and girls. They wish to have many more Chinese youths and girls sent to be United States to be educated in order that they form a nucleus for educational institutions to be established in China.

HOVES OF THE PARTY.

We hope to aid this movement by going to the regent, said Stanley T. Dong yesterday. "The high schools of China should comprise all of the studies taught in similar institutions of learning in this country. There are at present many Chinese students in this country. They are learning modern ideas and China is becoming modernized. That is as it should be. A period of enlightenment is now here and China is profiting by it. By going directly to the fountain head for what we wish I think we can do something to help on the movement."

"If more students are sent to America to learn the language, the modern ideas and the advanced civilization of this country, China will benefit by it. I and my associates hope to secure such things. I believe we will be successful. We shall be away about six months and then I shall return to resume my studies here."

"China should have a much larger navy than she now has." The present navy does not hold its own with those of other nations. My brother was Dang Shi Chong, an admiral of the Chinese navy during the Chinese-Japanese war. He met death then and his statue is in the collection of Chinese heroes. I want China to have a modern navy. I want the navy of China to be as modern as that of any other country. If our mission is successful in securing the necessary appropriation for a navy we are going to try and have at least one modern battleship built by an American company.

WIRELESS IN SHANGHAI.

REMOVAL OF INSTALLATION.

The Shanghai Mercury of 7th inst. says:—Yesterday afternoon the work of removing the wireless telegraph apparatus from the Palace Hotel was commenced. During the afternoon Mr. F. N. Dressing, of the Imperial Telegraph Administration, called on Mr. M. J. Nathan, and on behalf of the Administration handed over a cheque for \$10,705, being the actual cost of the installation. On receipt of the cheque Mr. Nathan handed over the keys of the operating room, and workmen were at once sent to take down the wires. The apparatus will be re-erected in the compound of the Chinese Telegraph building on the Bund at the rear of the C. M. S. N. Co.'s office, and is expected to be ready for work within three weeks. The Telegraph Company will supply all the materials necessary, such as wires, poles, etc. The mast will consist of a couple of Kiating poles spliced together and when joined will reach to about the same height as the Palace Hotel.

We understand that Mr. Shekury, managing director of the hotel, who left here recently for a visit to Australia, left the Commonwealth last Tuesday for London, where he will place the whole matter before the Foreign Office.

To-day's Advertisements.

IN THE MATTER OF THE GOODS OF A. S. LATTI, Deceased.

ALL Claims against the Estate of the late A. S. LATTI, Chief Engineer, S.S. "Kulsang," who died at Sea on the 2nd August, should be sent to the undersigned before the 11th day of September, 1909.
C. W. BECKWITH, Lieutenant, R.N., Harbour Master.
Hongkong, 12th August, 1909. [588]

NOTICE.

It is hereby notified that the portion of the known as the Military Football Ground, plot E, will be CLOSED for repairs from the 16th instant until the 1st of November, 1909.

P. N. H. JONES, Director of Public Works.
Public Works Department,
Hongkong, 12th August, 1909 [589]

CHINESE STUDENTS.

GERMANY MORE LIKELY TO DRAW THEM, SAYS MR. YEN OF COLUMBIA.

"No, China will not send many students to the English universities. They are too conservative—too much Greek and Latin. The Chinese must look to the future, not to the past." This is the view of Mr. H. L. Yen, a bright and clever young Chinese student who recently received his degree of arts from Columbia University. He was discussing the foreign educational policy of his Government and of what practical value this was likely to be to China.

Mr. Yen's place of residence is catalogued as the Chinese Legation, Washington, D. C., as he is under the supervision of the Chinese Ambassador, being one of about one hundred and fifty Chinese at present studying in the United States at their Government's expense. About as many more are scattered among the American universities, studying and supporting themselves.

"China is looking forward to a reformation," he said, "and this is proved by the very fact that she sends out at the Government's expense men to study the science of government in the leading universities of the most progressive countries."

He was of the opinion, however, that Germany is to draw more Chinese students in the future. This is due partly to the fact that German influence is very strong in northern China, where there are extensive German settlements; but it is due more to the realization of the Government that the German monarchical principles are more adaptable to it at present than the democracy of the United States.

These young students of scientific government thoroughly realize the seriousness of their work. It seems strange to Mr. Yen that the average American student has no definite aim throughout his college career, but goes through some kind of course, merely because it is a family custom. Three of the Chinese who received degrees from Columbia had already done undergraduate work in native colleges leading up to an equivalent to our B.A.; Mr. Yen from St. John's, Shanghai; Witten S. Shan from Nanyang College, Shanghai; and V. K. Wellington Koo from St. John's, Shanghai. They were all enrolled under the faculty of political science and studied constitutional law, administrative law, international law, political economy and sociology. Mr. Yen expects to spend two more years in study, possibly in Germany. Then he will go back home, pass Government examinations and place his knowledge acquired from Western civilization at the service of his country.

"It is only a matter of a few years," he thinks, "until China will have great universities of her own, using the native language and educated native teachers but employing Western methods. P. H. Linn, who is the fourth of the Chinese receiving degrees from Columbia last week, got a teacher's diploma from Teachers College and intends to go home to teach."

Intimations.

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Hongkong, 17th July, 1909. [580]

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[579]

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Moji	"CHUNSHANG"	SATURDAY, 14th Aug. 4 P.M.
Shanghai	"KHOANGSANG"	TUESDAY, 17th Aug. Noon.
Shanghai	"CHOYSANG"	THURSDAY, 19th Aug. 3 P.M.
Manila	"LOONGSANG"	FRIDAY, 20th Aug. 4 P.M.
Shanghai, Yokohama, Kobe	"FOOKSANG"	TUESDAY, 24th Aug. Noon.
"Singapore, Penang & Calcutta, KUTSANG"		TUESDAY, 31st Aug. 3 P.M.

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Hongkong, 12th August, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

From	Steamers	To Sail
SHANGHAI & CHINKING	"KALGAN"	13th Aug. Daylight.
HONGKOW, PAKHOI & HAIPHONG	"SINGAN"	13th " 9 A.M.
SHANGHAI	"KANSU"	13th " Noon.
SWATOW, WEIHAIWEI & TIENSIN	"KUNIOH"	13th " 4 P.M.
BATAVIA, SAMARANG & SOERABAYA	"SHANTUNG"	14th " 3 P.M.
SHANGHAI	"LINAN"	15th " Daylight.
MANILA	"TEAN"	17th " 3 P.M.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	19th " 4 P.M.
AUSTRALIAN PORTS	"CHINCHUA"	19th " Daylight.
SHANGHAI	"JOHN HAY"	22nd " 4 P.M.
MANILA	"TAKING"	24th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly, S.S. "LINTAN" and S.S. "SANUI".

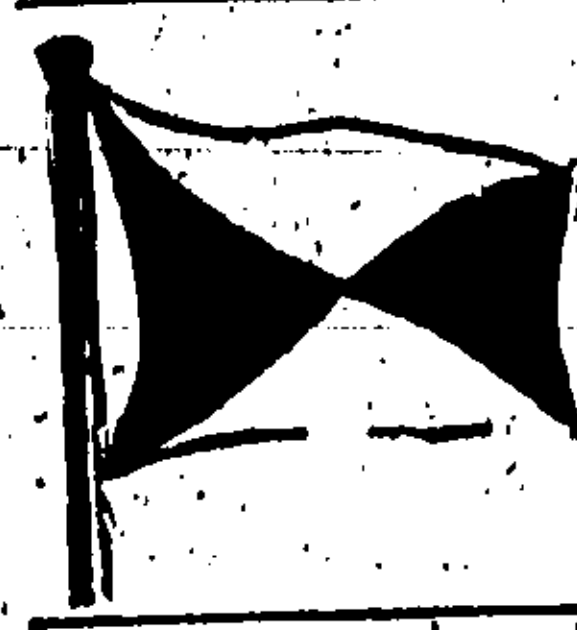
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

SHANGHAI LINE.
FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chusan, Linan, Chinkiang) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Saturday, taking cargo on through Bills of Lading to all Chinese and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Telephone No. 36.
Hongkong, 12th August, 1909.



HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED

Steamship	Tons	Captain	For	Sailing Date
ZAYIRO	3540	R. Rodger	MANILA	SATURDAY, 14th Aug. at Noon.
RUBI	3540	R. W. Almond	MANILA	SATURDAY, 21st Aug. at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 12th August, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI,
Kobe, YOKOHAMA, HONOLULU and
SALINA CRUZ (Mexico).

S.S. AMERICA MARU	5,000 tons gross	Sail 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	5,000 " "	26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 " "	10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,
Manager.

TOYO KISEN KAISHA, Yokohama Building.

Hongkong, 29th July, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA via KEELUNG, SHANGHAI, MOJI, Kobe, SHIMIDZU and YOKO-	"SEATTLE MARU"	6,178	SATURDAY, 28th Aug.
HAMA	Capt.		

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY.	"DAIGI MARU"	SUNDAY, 15th August, at 10 A.M.
	H. Murayama	
ANPING, via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 18th Aug., at 10 A.M.
	Captain T. Sugi	

A special reduction of 20% on 1st and 2nd Class Fare to Fenchow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHO SHU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 10th August, 1909.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP	"AWA MARU"	WEDNESDAY, 18th Aug. at Daylight.
SINGAPORE, PENANG, COLOMBO AND PORT SAID	"TAMBA MARU"	WEDNESDAY, 1st Sept. at Daylight.
VICTORIA, B.C. & SEATTLE	"KAGA MARU"	TUESDAY, 17th Aug. at 4 P.M.
via KEELUNG, SHANGHAI, MOJI, Kobe, YOKOHAMA	"SHINANO MARU"	TUESDAY, 14th Sept. at 4 P.M.
SYDNEY AND MELBOURNE	"NIKKO MARU"	FRIDAY, 3rd Sept. at Noon.
via MANILA, THURSDAY	"KUMANO MARU"	FRIDAY, 1st Oct. at Noon.
ISLAND, TOWNSVILLE AND BRISBANE	"KANAGAWA MARU"	FRIDAY, 20th Aug. at 5 P.M.
Kobe and YOKOHAMA	"MIYASAKI MARU"	FRIDAY, 27th Aug. at 5 P.M.
Kobe and YOKOHAMA	"KUMANO MARU"	WEDNESDAY, 1st Sept. at Noon.
NAGASAKI, Kobe and YOKOHAMA	"BOMBAY MARU"	FRIDAY, 20th Aug.
BOMBAY, via SINGAPORE AND COLOMBO	Capt. W. A. Evans	Tons 5000

* Cargo only.
* Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Mishima Maru	(Capt. A. E. Moser)	About Wednesday, 25th August.
Atsuta Maru	(Capt. W. Thompson)	About Wednesday, 22nd September.
Miyasaki Maru	(Capt. T. Murai)	About Wednesday, 20th October.
Kitano Maru	(Capt. F. E. Cope)	About Wednesday, 17th November.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BETWEEN
HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

	YOKOHAMA RETURN.	Kobe RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of call between calling ports in Japan.

For further particulars, apply to
T. KUSUMOTO,
Manager.

Shipping—Steamer.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMER-CAV and SOUTH AFRICAN PORTS.)

THE Steamship

"CALEDONIA"
Captain W. Hayward, carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 21st August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mongolia," 14,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. "Caledonia," due in London on 3rd October, 1909. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 7th August, 1909.

CHARGEURS REUNIS.
(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO
SAN FRANCISCO, MEXICO, PERU,
CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-haul service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPERRÉ,"
expected to arrive on or about the 19th August.

For further particulars apply to
MESSAGERIES MARITIMES,
Agents at Hongkong.
Hongkong, 27th July, 1909.

"INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI,"
Captain W. Gray Williams, will be despatched as above about 21st August.

For Freight, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 21st July, 1909.

"SHIRE" LINE OF STEAMERS,
LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"CARMARTHENSIRE"
Captain Daniel, will be despatched as above on or about 25th August.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in state-rooms. Doctor and Stewardess are carried. FARE TO LONDON £35.

For further Particulars, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 2nd August, 1909.

"SHIRE" LINE OF STEAMERS,
LIMITED.

FOR MARSEILLES, LONDON AND LEITH.

THE Steamship

"CARNARVONSHIRE,"
Captain Ingram, will be despatched, as above about 25th instant.

For Freight, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 2nd August, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

"KWONG TONG"

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London-Bank T.T.	118 1/2
Do. demand	118 1/2
Do. 4 months sight	119 1/2
France-Bank T.T.	219
America-Bank T.T.	42 1/2
Germany-Bank T.T.	178
India T.T.	13 1/2
Do. demand	13 1/2
Shanghai-Bank T.T.	74 1/2
Singapore-Bank T.T. per H.K. 100	74 1/2
Japan-Bank T.T.	84 1/2
Java-Bank T.T.	104 1/2

Buying.	
4 months sight L/C.	119 3/16
6 months sight L/C.	119 5/16
30 days sight San Francisco & New York.	44 1/2
4 months sight do.	44 1/2
30 days sight Sydney & Melbourne.	7 1/2
4 months sight France.	23 1/2
6 months sight do.	23 1/2
4 months sight Germany.	18 1/2
1/2 Silver.	23 1/2
Bank of England rate.	24 1/2
Sovereign.	11 1/2

SHIPPING AND MAILS.

MAILS DUE.

Indian (Lightning) 15th inst.	
Indian (Gregory) 15th inst.	
French (Australia) 15th inst.	
Indian (Pookang) 15th inst.	
German (Prinz Waldemar) 20th inst.	
Indian (Lafayette) 20th inst.	
Canadian (Empress of China) 1st prox.	

The C. N. Co.'s s.s. *Chinook* left Shanghai on 12th inst. and is due here on 15th inst.

The H. A. L. s.s. *Speed* left Manila on 10th inst. p.m. and may be expected here on 13th inst.

The O. S. K. s.s. *Trans-Pacific* s.s. *Seattle* Maru left Moji on 11th inst. for this port direct, and is expected here on 16th inst.

The I. C. S. N. Co.'s s.s. *Lafayette* left Calcutta for this port via the Suez on 13th inst. and may be expected here on 20th inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 12th at 12.30 p.m. the return from Shanghai and Japan are not yet in hand. The barometer has fallen slightly at the other stations.

The depression remains over S. China, and the highest pressure is shown over the S. part of the China Sea and the S. Philippines. Strong S. and S.W. winds may be expected in the Formosa Channel, and along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.8 inches.

FORECAST.

- 1.—Hongkong and Neighbourhood, S.W. winds, strong; squally, thunder showers.
- 2.—Formosa Channel, S. to S.W. winds, strong.
- 3.—South coast of China between Hongkong and Lamoo, same as No. 1.
- 4.—South coast of China between Hongkong and Haioo, same as No. 1.

Shipping.

ARRIVALS.

Chowin, Ger. s.s., 1,055, F. Schmetz, 11th Aug.	
—Bangkok and Swatow 10th Aug. Rice and Teakwood.—B. & S.	
Chiyuen, Chi. s.s., 1,177, C. Stewart, 12th Aug.	
—Shanghai 8th Aug. Gen.—C. M. S. N. Co.	
Kiang Ching, Chi. s.s., 1,032, A. F. Brindley, 11th Aug.	
—Shanghai 7th Aug. Gen.—B. & S.	
Kanun, Br. s.s., 1,431, J. Speed, 12th Aug.	
—Cebu 3rd Aug. and Hoilo 8th Aug. Sugar and Gen.—B. & S.	
Linan, Br. s.s., 1,352, C. G. Williams, 12th Aug.	
—Shanghai 8th Aug. Gen.—B. & S.	
Sambha, Ger. s.s., 3,041, O. Müller, 12th Aug.	
—Wang 7th Aug. Gen.—A. L. L.	
Lismore, Br. s.s., 2,277, B. Morrison, 12th Aug.	
—Barry 26th June, Coal.—D. & Co.	
Maori King, Rus. s.s., 2,475, Stricker, 12th Aug.	
—Ching-wan-tao 3rd Aug. Coal.—C. E. M. & Co.	
Atlantis, Am. s.s., 963, P. Eudora, 12th Aug.	
—Hoilo, P.I. 7th Aug. Sugar.—Bass & Co.	

Clearances at the Harbour Office.

<i>Ichia</i> , for Singapore.	
<i>Rejeburi</i> , for Hongkong.	
<i>Kanun</i> , for Shanghai.	
<i>Akhu</i> , for Shanghai.	
<i>Chiyuen</i> , for Canton.	
<i>Singun</i> , for Hongkong.	
<i>Meijou</i> , for Shanghai.	
<i>Kiangching</i> , for Canton.	
<i>Amigo</i> , for Hongkong.	
<i>Sambha</i> , for Singapore.	
<i>Linan</i> , for Canton.	

Departures.

<i>Jason</i> , for Singapore.	
<i>Bujun Maru</i> , for Swatow.	
<i>Rejeburi</i> , for Bangkok.	
<i>Kanun</i> , for Shanghai.	
<i>Vieno</i> , for Newcastle.	
<i>Nord</i> , for Samarang.	
<i>Nanchang</i> , for Newchwang.	
<i>Hsinang</i> , for Japan.	
<i>Ichia</i> , for Bombay.	
<i>Meijou</i> , for Shanghai.	

Passengers departed.

Per *Buluo*, for Shanghai—Messrs. C. G. Gok, Chu Y. Chen, F. Ebbard, Misses M. Richards and Tydler. For Nagasaki—Mr. Kawanoto, and Mr. Sut Lau and party. For Kobe—Mr. Kaneshima, Mr. H. Bremer, Messrs. F. S. Odora, F. S. Sabert, Mr. Chu Sui H. D. Soares, Mrs. H. Gidley, and Miss A. E. Pitt Henry.

Shipping Reports.

Sir. *Kanun*, from Cebu, &c.—Strong S.W. monsoon and high sea.

Sir. *Linan*, from Shanghai—Strong S.W. winds and rough sea.

Sir. *Chiyuen*, from Shanghai—Fresh S.W. monsoon throughout with rough sea.

Sir. *Sambha*, from Wangun—Very strong S.W. monsoon very rough S.W. sea swell.

VESSELS IN PORT.

Steamers.	
Amigo, Ger. s.s., 882, H. Frandsen, 11th Aug.	
—Canton 10th Aug. Ballast.—J. & Co.	
Antiochus, Br. s.s., 5,795, G. D. Kang, 10th Aug.	
—Tacoma via Japan 15th July, Gen.—B. & S.	
Asia, Br. s.s., 2,450, Harry Gaukier, 6th Aug.	
—San Francisco 10th July, Honolulu 17th, Yokohama 20th, Kobe 30th, Nagasaki 1st Aug. and Shanghai 4th, Mails and Gen.—P. M. S. S. Co.	
Borneo, Ger. s.s., 1,344, F. Sembl, 7th Aug.	
—Kia and Kan 2nd Aug. Timber and Gen.—M. & Co.	
Borneo, Br. s.s., 2,943, W. H. S. Hall, 11th Aug.	
—London 3rd July, and Singapore 6th Aug. Gen.—P. & O. S. N. Co.	
Carl Diederichsen, Ger. s.s., 1,710, J. Kayser, 9th Aug.	
—Haiphong 27th July, Gen.—J. & Co.	
Changchow, Br. s.s., 1,222, A. Partridge, 6th Aug.	
—Wakamatsu 30th July, Coal.—B. & S.	
Childar, Nor. s.s., 1,102, H. Nielsen, 9th Aug.	
—Bangkok via Swatow 8th Aug. Gen.—K. T. S. Long.	
Chusang, Br. s.s., 1,418, W. E. Sawyer, 6th Aug.	
—Canton 5th Aug. Ballast.—J. M. & Co.	
Cobles, Ger. s.s., 3,700, H. Raegener, 6th Aug.	
—Kuchino 2nd Aug. Ballast.—M. & Co.	
Cyclops, Br. s.s., 5,747, H. C. Harris, 7th Aug.	
—Manila 5th Aug. Gen.—B. & S.	
Derwent, Br. s.s., 1,562, J. Jenkins, 6th Aug.	
—Saigon 2nd Aug. Gen.—Man Fat & Co.	
Devawongse, Ger. s.s., 1,057, F. Rehwaldt, 8th Aug.	
—Bangkok 1st Aug. Gen.—B. & S.	
Dos Hermanos, Am. s.s., 540, M. Morales, 6th Aug.	
—Manila 3rd Aug. Ballast.—Jorge & Co.	
Empress of Japan, Br. s.s., 3,030, H. Pybus, R.M.S., 5th Aug.	
—Vancouver 14th July, and Shanghai 20th Aug. Mails and Gen.—C. P. R. Co.	
Fochoo, Br. s.s., 1,222, Vincent, 2nd Aug.	
—Cebu and Hoilo 29th July, Gen.—B. & S.	
Haichang, Br. s.s., 1,267, W. C. Passmore, 11th Aug.	
—Swatow 10th Aug. Gen.—D. L. & Co.	
Hanoi, Fr. s.s., 630, J. Pannier, 11th Aug.	
—Haiphong via Pakhoi, Hoikow and Kwong-chow-wan 6th Aug. Gen.—A. R. M.	
Hauab, Am. s.s., 1,105, D. F. Avanzo, 9th Aug.	
—Hoilo, Sugar.—Captain.	
Heliopolis, Br. s.s., 1,967, J. W. Martin, 6th Aug.	
—Ching-wan-tao 1st Aug. Ballast.—G. L. & Co.	
Isobe Maru, Jap. s.s., 1,850, Hyashi, 8th Aug.	
—Morao 25th July, Coal.—M. B. K.	
Kaga Maru, Jap. s.s., 6,301, M. Hagino, 6th Aug.	
—Seattle via Shanghai 3rd Aug. Coal and Gen.—N. Y. K.	
Kaifuku Maru, Br. s.s., 1,003, Suda, 15th July.	
—Hoilo, Coal.—M. B. G. K.	
Kalgan, Br. s.s., 1,143, R. Lewis, 8th Aug.	
—Canton 7th Aug. Gen.—B. & S.	
Kueichow, Br. s.s., 1,215, W. B. Brown, 10th Aug.	
—Canton 10th Aug. Gen.—B. & S.	
Macaw, Ger. s.s., 996, R. G. Zoller, 8th Aug.	
—Bangkok 31st July, Rice.—B. & S.	
Magallanes, Am. s.s., 1,375, A. Iresab, 7th Aug.	
—Manila 3rd Aug. Ballast.—Order.	
Mandal, Nor. s.s., 1,194, E. Erickson, and Aug.	
—Tingtau 26th July, Salt.—Aagaard, Thoresen & Co.	
Mandarin Maru, Jap. s.s., 3,245, Shimidzu, 10th Aug.	
—Mike 4th Aug. Coal.—M. B. K.	
Mathilde, Ger. s.s., 831, A. P. Ulderup, 11th Aug.	
—Hoikow 10th Aug. Gen.—J. & Co.	
Priam, Br. s.s., 2,095, Lewis, 10th Aug.	
—Singapore 3rd Aug. Gen.—B. & S.	
Selja, Nor. s.s., 2,780, O. Gil, 31st July—Portland, Or. 3rd July, Gen.—P. & A. S. N. Co.	
Singan, Br. s.s., 1,047, W. Shann, 9th Aug.	
—Haiphong 7th Aug. and Hoikow 8th, Gen.—B. & S.	
Sorsogon, Am. s.s., 812, J. Mogarte, 3rd Aug.	
—Hoilo 29th July, Sugar.—Jorge & Co.	
Telemachus, Br. s.s., 1,340, G. Edwards, 8th Aug.	
—Manila 5th Aug. Ballast.—Wo Fat Sing.	
Tijlajap, Dut. s.s., 2,475, P. J. von Emmerick, 8th Aug.	
—Macassar 31st July, Sugar and Gen.—J. C. J. L.	
Yehoshi Maru, Jap. s.s., 2,097, B. Kori, 11th Aug.	
—Bombay 14th July, and Singapore 4th Aug. Gen.—N. Y. K.	
Yuenang, Br. s.s., 1,721, P. H. Rolfe, 9th Aug.	
—Manila 7th Aug. Gen.—J. M. & Co.	
Zafiro, Br. s.s., 1,629, R. Rodger, 9th Aug.	
—Manila 7th Aug. Gen.—S. T. & Co.	

SAILING VESSEL.

King George, Br. ship, 1,057, J. E. Jeffrey, 1st Aug.—New York 9th April, Kerosine.—S. O. Co.

Steamers Expected.

Vessels	From	Agents	Due
Spezia	Manila	H. A. L.	Aug. 13
Lightning	Singapore	D. S. & Co.	Aug. 14
Palma	Singapore	P. & O. Co.	Aug. 14
Gregory A'car	Kobe	D. S. & Co.	Aug. 15
Glenstrae	Singapore	W. G. & G.	Aug. 15
Chinhuu	Shanghai	B. & S.	Aug. 15
Changsha	Sydney	B. & S.	Aug. 16
Awa Maru	Moji	N. Y. K.	Aug. 16
Seattle Maru	Moji	O. S. K.	Aug. 16
Australien	Singapore	S. W. & Co.	Aug. 16
Nippon	Singapore	S. W. & Co.	Aug. 16
Pookang	Calcutta	M. & Co.	Aug. 19
P. W. Maru	Sydney	W. & Co.	Aug. 20
Mongolia	Japan	P. M. Co.	Aug. 21
Takasaki Maru	Bombay	N. Y. K.	Aug. 24
Laisang	Calcutta	J. M. & Co.	Aug. 26
Emp. of China	Vancouver	C. P. R. Co.	Sept. 1

Ships Passed The Canal.

16th July—Oldenburg, Salsuma. 20th July—Andres Ribera, Javerly, Denawara, Antenor, Bulow, Comen, Sydney, Glenstrae, Poon. 23rd July—Metana, Australien, Hysan, Dardanus, Palma, Cathay, Kanagawa Maru. 27th July—Sado Maru, Indran, Senagambis, P. R. Luffbold, Schuykhill, Miyasaki Maru, Socotra, Nila, Tourane 3rd August—Atayana, Austria, Billerophon, Benuewa, Dinkakhsra, Menelau, Akhali, Glamorgan, Akira. 6th August—Derfflinger, Contidon, Polynesian, Hakata Maru—Tydus. 10th August—Yorck, Glanvry, Bingo Maru, Scandia, Nicomedia, Pathan.	
Arrivals at Home—6th July—Glenloggan, 19th July—Somali, 20th July—Luzon, Sila, (Ger.) China, (Aus.) Moyne, Oshika, Wakata Maru. 23rd July—Therap, Briga, 26th July—Palma, 27th July—Sydney, Yedamayo, Oldenburg, 30th July—Andran, 3rd August—Dardanus, Prima Regent, Luffbold, Sado Maru, Canlon, Suva, Poon. 6th August—Hirano Maru, Tourane, Glenloch, 10th August—Inverclyde, Bullerophos, Senagambis, Sado Maru, Salsuma.	

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCK.	
Vorwarts	at Kowloon Dock.
Butuan	"
Suisang	"
Chusang	"
Persia	"
Telemachus	"
Dos Hermanos	"
Sorsogon	"
Magallanes	at Cosmopolitan

TAIKOO DOCK.

Fochoo at Quarry Bay Docks.

HONGKONG TIDE TABLE.

From August 12th to 18th, 1900.

HIGH WATER.	
Time	Height
Thurs. 12	6.14
Fri. 13	6.12
Sat. 14	6.10
Sun. 15	6.08
Mon. 16	6.06
Tues. 17	6.04
Wed. 18	6.02

CHINA COAST METEOROLOGICAL REGISTER.

August 11th, 1900, a.m.

Bar. T. Hg. Wind W.					
Vladivostok	7 a.m.	29.89	62	99	SE 1 or
Nemuro	5 a.m.	29.97	62	99	SE 1 or
Hakodate	5 a.m.	29.97	62	99	SE 1 or
Tokyo	5 a.m.	29.97	62	99	SE 1 or
Kobe	5 a.m.	29.97	62	99	SE 1 or
Nagasaki	5 a.m.	29.97	62	99	SE 1 or
Kagoshima	5 a.m.	29.97	62	99	SE 1 or
Oshima	5 a.m.	29.97	62	99	SE 1 or
Naha	5 a.m.	29.97	62	99	SE 1 or
Ishikajima	5 a.m.	29.97	62	99	SE 1 or
Bonin Is.	5 a.m.	29.97	62	99	SE 1 or
Chefoo	5 a.m.	29.97	62	99	SE 1 or
Hankow	5 a.m.	29.97	62	99	SE 1 or
Kiukiang	5 a.m.	29.97	62	99	SE 1 or
Shanghai	5 a.m.	29.97	62	99	SE 1 or
Quai	5 a.m.	29.97	62	99	SE 1 or
Sharp Peak	5 a.m.	29.97	62	99	SE 1 or
Anoy	5 a.m.	29.97	62	99	SE 1 or
Swatow	5 a.m.	29.97	62	99	SE 1 or
Pakhoi	5 a.m.	29.97	62	99	SE 1 or
Cachu	5 a.m.	29.97	62	99	SE 1 or
Ta-nan	5 a.m.	29.97	62	99	SE 1 or
Kobu	5 a.m.	29.97	62	99	SE 1 or
Pasigay	5 a.m.	29.97	62	99	SE 1 or
Longkou	5 a.m.	29.97	62	99	SE 1 or
V. China P. G. P. Rick	5 a.m.	29.97	62	99	SE 1 or
Macao	5 a.m.	29.97	62	99	SE 1 or
Wuchow	5 a.m.	29.97	62	99	SE 1 or
Holow	5 a.m.	29.97	62	99	SE 1 or
Pakhoi	5 a.m.	29.97	62	99	SE 1 or
Phellen	5 a.m.	29.97	62	99	SE 1 or
Tourane	5 a.m.	29.97	62	99	SE 1 or
C. St. James	5 a.m.	29.97	62	99	SE 1 or
Apart	5 a.m.	29.97	62	99	SE 1 or
Manila	5 a.m.	29.97	62	99	SE 1 or
Legaspi	5 a.m.	29.97	62	99	SE 1 or
Bacolod	5 a.m.	29.97	62	99	SE 1 or
Loosai	5 a.m.	29.97	62	99	SE 1 or
Hoilo	5 a.m.	29.97	62	99	SE 1 or
Cebu	5 a.m.	29.97	62	99	SE 1 or
Manila	5 a.m.	29.97	62	99	SE 1 or

August 12th, 1900, a.m.

Vladivostok	7 a.m.	29.89	62	99	SE 1 or
Nemuro	5 a.m.	29.97	62	99	SE 1 or
Hakodate	5 a.m.	29.97	62	99	SE 1 or
Tokyo	5 a.m.	29.97	62	99	SE 1 or
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Pakhoi	5 a.m.	29.97	62	99	SE 1 or
Cachu	5 a.m.	29.97	62	99	SE 1 or
Ta-nan	5 a.m.	29.97	62	99	SE 1 or

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADORIK & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000	\$2,000,234	Final of 2 and bonus of 5/- for 1908 @ ex 1/8 = 16.234	\$1,030 sales London 95.5/-
National Bank of China, Limited	99,925	£7	£6	\$4,000 \$150,000	\$10,223	\$2 (London 3/6) for 1903	\$65 buyers
MARINE INSURANCE.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$22,757 \$411,990 \$185,000	none	\$14 for 1907	74 % \$195 sellers
North China Insurance Company, Limited	10,000	£15	£1	Tls. 150,000 Tls. 303,747 Tls. 118,277 \$1,000,000	Tls. 160,512	Interim of 7/6 for 1908	54 % Tls. 120 sales
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$19,448 \$105,549 \$65,609	\$8,464,921	Final of 3/7 making 5/7 for 1907 and interim of 3/3 for 1908	51 % \$840 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$294,475 \$199,164	\$7,7637	\$12 and bonus 5/- for 1907	74 % \$235
FIRE INSURANCE.							
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$438,663 \$12,803	\$375,341	\$6 and bonus 2/- for 1907	74 % \$115 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,438,173	\$268,711	\$27 for 1907	8 % \$345 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$7,000	\$4,085	\$1 for 1906	...
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$204,638 \$90,067 \$50,000 \$617,500 \$119,267 \$12,615	Nil	2/- for year ending 30.6.1908	7 % \$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$12,615	\$21,70	Interim of 1/4 for account 1909	74 % \$31 ex div.
Iodo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$20,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/10 = 53.154	...
do. (Deferred)	60,000	£5	£5	\$20,000	£13,755	Final of 2/- for 1908 and interim of 1/- for a/c 1909	...
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$20,000	£61,817	\$1.00 for year ending 10.4.1909	4 % \$26 sa. and b.
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$6,000	\$3,121	\$0.50 for year ending 10.4.1909	31 % \$151 sales
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$3,100,000 \$16,848	Dr. \$5,858	\$5 for year ending 31.12.08	31 % \$140
Luen Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$135,833	\$3 for 1897	...
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,273	Tls. 3/- for year ending 31.8.08	...
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 % Tls. 184 sales
Rio de Australian Gold Mining Company, Limited	150,000	£1	£1	£13,189	Dr. £2,191	No. 12 of 1/- = 48 cents	...
DOCKS, WHARVES & GODOWNS.							
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$45,916	Dr. \$7,421	\$1.75 for year ending 31.12.08	...
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,500,000 \$25,806 \$40,000	\$30,102	Final of 5/- making 53/- for 1907	...
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$97,197	\$187,078	Final of 5/- making 58/- for 1908	12 1/2 % \$61
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,76	Final of Tls. 2/- for year ending 31.4.09	6 1/2 % Tls. 791 sales
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 607,457 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 % Tls. 150 sales
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 35,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 % Tls. 104 b.
Central Stores, Limited	50,128	\$15	\$15	\$1,000	\$24,611	\$1.20 on old and 60 cents on first new issue	...
Hongkong Land Company, Limited	10,000	\$50	\$50	\$648,975	\$895	Final of 5/- making 56/- for 1908	...
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$25,475	Interim of 3/- for account 1909	6 1/2 % \$92 sales
Humphry's Estate & Finance Company, Limited	150,000	\$10	\$10	\$211,123	\$5,486	60 cents for 1908	5 % \$30
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$278	\$1/- for 1908	...
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,533,045 Tls. 212,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 118 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	11,968	Interim of 2/- for account 1909	8 1/2 % \$44 ex div.
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	£1	£1	Tls. 150,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908	4 1/2 % Tls. 134 buyers
Hon Kong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	Tls. 45,919 \$10,000	\$9,553	50 cents for year ending 31.7.08	6 % \$8 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...
Luen-keung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	...
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 31,173	Tls. 15,911	Tls. 50 for 1906	...
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,664	12/6	12/6	\$1,500	£648	1/10/- per share for 1907 = 1.037	10 % \$102
China-Borneo Company, Limited	60,000	\$15	\$15	\$40,000	Nil	\$1.20 or 1908	8 % \$134
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000	\$61,138	50 cents for year ended 25.2.06	8 1/2 % \$660
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$100,000	\$3,407	80 cents for 1908	8 1/2 % \$705 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$8,000	\$48	\$1.50 for year ending 31.7.08	7 1/2 % \$162 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000	\$3,751	Final of 50 cents making 90 cents for 1908	10 % \$120 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000	\$5,700	80 cents for year ending 31.12.08	8 % \$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$1,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 % \$195 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000	\$7,616	Final of 5/- per share making 5/- for 1908	12 1/2 % \$74 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$20,000	\$8,790	Interim of 5/- for account 1909	8 1/2 %
Maatschappij tot Exploitatie van Landbouw- pionaten in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 63,213	Tls. 116,282	and Quarterly div. of Tls. 12/- for account 1909	4 % Tls. 1,000 b.
Pak Tramways Company, Limited	25,000	\$10	\$10	\$1,000	\$1,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 % \$144 sales
Pak Tramways Company (new)	50,000	\$10	\$10	none	\$1,204	None	3 % \$14 buyers
Philippine Company, Limited	75,000	\$10	\$10	none	18,640	None	...
Shanghai-Spinners Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,850 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 146 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$56,602	None	8 % \$23 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$136	40 cents for year ending 31.5.08	8 % \$15 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.08	5 % \$13 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$35,000	\$1,360	80 cents on 9,900 ord. shares and \$19.80 on 100 Founders shares for yr. end. 31.5.07	6 1/2 % \$8.70
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$300,000 \$25,000	\$2,613	Final of 30 cts. for 1908	6 1/2 % \$4 sellers
William Powell, Limited	15,000	\$7	\$7	none	\$3.95	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	40,500	£1	£1	none	none	50 % - 6/- per share for year 1908	...
do. (partly paid)	103,500	£1	£1	none	none	25 % for year ending 31.3.09	...
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	none	\$11,205	None	...
Castelfield Rubber Estate, Limited (fully paid)	6,000	£1	£1	none	none	None	...
do. (contributory)	24,000	£1	£1	none	none	None	...
Highland & Lowland Plantation Rubber Co., Ltd.	181,454	£1	£1	none	£8,784	None	...
do. (contributory)	123,540	£1	£1	none	none	None	...
Kuala Lumpur Rubber Co., Limited	18,000	£1	£1	none	1,820	5 % for year ending 30.6.08	...
Linggi Plantations, Limited (ordinary)	900,000	£1	£1	none	none	60 % for year 1908	...
do. (7% pref.)	10,000	£1	£1	none	none	7 % for year 1908	...
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	none	\$6,722	15 % for year ending 31.12.08	...
do. (8% pref.)	2,500	\$10	\$10	none	none	None	...
Ledbury Rubber Estates Limited	65,000	£1	£1	none	none	None	...
do. (contributory)	40,000	£1	£1	none	none	None	...

* These shares are entitled to half of the profits.

Intimations.

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

225]

AGENTS.

Denmarks Pride



HEYMAN'S BUTTER

SIEMSEN & CO., Sole Agents.

358

REMINGTON
TYPEWRITERS
WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, 1st August, 1900.

1886

VETARZO BRAIN AND
NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, indigestion, climate, excess, youthful impudence, or other influences incidental to the wear and tear of modern life. It is a powerful tonic, strengthening the system, improving the circulation, and restoring the vitality of the brain and nerves. It is a powerful tonic, strengthening the system, improving the circulation, and restoring the vitality of the brain and nerves. It is a powerful tonic, strengthening the system, improving the circulation, and restoring the vitality of the brain and nerves.

VETARZO BLOOD
MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other imperfection of the blood, from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillaries, overcoming the virus of disease, wherever and in whatever form met with; removing all blotches, pimples, scurf, scurvy, acrochordous, and other skin diseases, and restoring the system to its normal state. It is a powerful tonic, strengthening the system, improving the circulation, and restoring the vitality of the brain and nerves.

CAUTION.—Ask for "VETARZO Brain and Nerve Food" or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually their own manufacture) for the sake of extra profit. Price in England, 2/6. Every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon. In medicine bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon. In medicine bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon.

Agents for India:—TREAHER AND CO., LTD., BOMBAY, BYCULLA, and POONA.

PARA VENDA.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

GRANDE sortimento de LIVROS

(CAPITAL PAID UP £1,350,000)

de MISSA em Portuguez, encader-

nados em lindas capas de phantasia

e de diversas cores,

Precos modicos.

Dirija-se a

GRACA & CO.,

27, Des Voeux Road.

Hongkong, 8 Junho de 1900.

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 8 Junho de 1900.

Hongkong, 10th March, 1900.

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DR. M. H. CHAN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

21, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

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REASONABLE FEES.

Consultation Free.

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